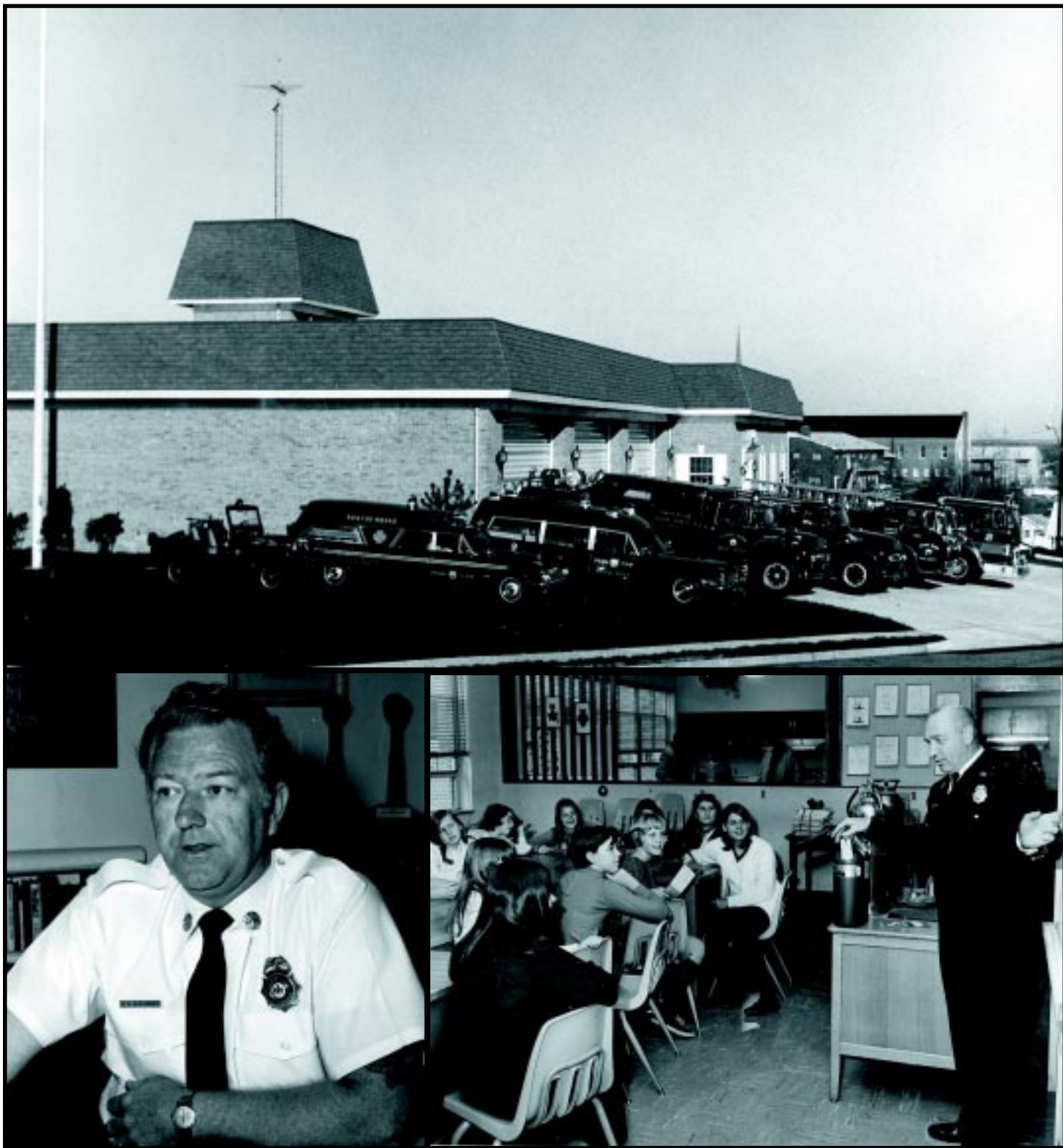


LINE COPY



March/April 1999 Fairfax County Fire and Rescue Department





Edward L. Stinnette

"Each member of our department is responsible for his or her own performance and is accountable for his or her own actions."

From The Fire Chief . . .

The Operations Division issued a set of goals and objectives in 1996 and 1997 that reflected the expectations of the members of that division. For a multitude of reasons, they were not modified in 1998. However, the principals that drive those goals remain in place today and are important to highlight. As we begin the new year, I think it is an opportune time to reflect on some of those principals.

Members

Each individual in our department is responsible for his or her own performance and is accountable for his or her own actions. Everyone also is responsible to the public and to other members of the Department. Each member is responsible for knowing what his or her job is and performing that job to the best of his or her ability. Members will treat each other and the public with respect and common courtesy. Additionally, members should be professional, polite, maintain a courteous demeanor at all

times, and present a professional appearance.

Supervisors

Decision-making rests at the lowest, most appropriate level within the organization, which can achieve the desired results. The role of each leader includes: recognizing and rewarding positive actions, developing all members of the department, and delivering quality service. Supervisors, by their example, will ensure that a positive work environment exists for all members of the department. Supervisors will meet with their team members at least every six months. We set high expectations for our members, therefore, it is incumbent upon us to ensure that they understand those objectives and receive the necessary tools and training to be successful.

I plan to review other principals in future additions of Line Copy but I thought it appropriate to begin with these.



From The Editor . . .

The last half of the 20th century belongs to the Fairfax County Fire and Rescue Department. In July of this year, we will celebrate 50 years of selfless service to the citizens of Fairfax County.

As we move toward July, we will participate in two important community relation events that will provide us opportunities to show our citizens what we do and how much value we add to our community. How we interact with our community on a daily basis is all-important. Oftentimes, our citizens only receive a fleeting glimpse of us in action, therefore, it's so important that we reach out and open our doors to our citizens in a meaningful way whenever possible.

Safe Kids Day and the Fairfax Fair are two venues that help us accomplish that goal.

For 1999, Safe Kids Day (May 1) has become a community relations event that has mushroomed from 12 participating stations to 20. We've also doubled our child safety seat

efforts for this year. These stepped up efforts are a direct reflection of more trained personnel and proactive participation of the Fairfax Safe Kids Coalition. The Park Authority will actively involve themselves with all 20 of our participating fire and rescue stations this year—a first.

Our participation at the Fairfax Fair this year will highlight 50 years of dedicated service—our beginnings . . . to now. We plan to show where we have come from to where we are now. We hope it will be a kaleidoscope of our past and present. I'm sure it will be a fun and an interesting place to visit June 11-12.

Much time, effort, and coordination goes into planning and bringing to fruition these types of events, not only from the field perspective, but also from the coordinating staff. I want to personally single out Renée Henningsen and Lieutenant Mark Stone for all of their hard work and meticulous planning over the past several months. Finally, none of this could happen without the incredible team effort of the entire Public Information and Life Safety Education staff. A big thank you for giving your all to both of these important events. ♦

Thank You For Your Support

The Public Information and Life Safety Education Section would like to thank those individuals who collected Giant Food and Safeway grocery receipts. The receipts that were collected will be used to purchase equipment for "My Friend's Place," an alternative residential school for children who have been removed from their home. Once again, firefighters and civilian department members have made a difference in these children's lives. A receipt total of \$19,837.21 was collected and will be given to administrators of "My Friend's Place."

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Hospital Reroute: You want me to go where?

*Captain II William R. Kingdon
EMS 1, C-Shift*

Another day at work. Another day of checking the hospital reroute status. What used to be an occasional occurrence is now becoming second nature. Hardly a day goes by that stations are not notified by the Public Safety Communications Center (PSCC) of hospital reroutes. Lately this has been occurring 3 to 4 times a day. What started out as a simple, occasional nuisance is now becoming a regional nightmare. No longer do we see just one hospital on reroute but several hospitals, and if you and your patient are truly unfortunate, they are all hospitals within your general delivery area.

This problem has been recognized not just by EMS personnel, but also by hospital administrators. We have been dealing with this ongoing bombardment by using several different forums with the hopes of finding the best and most equitable solution to this complex problem.

Many providers ask why this problem reoccurs. It's hard to pinpoint any one particular area as the sole cause. It seems to be a cumulative effect of several factors. According to Dr. Dan Hanfling, Associate Medical Director of the Fairfax County Fire and Rescue Department, several key issues are involved.

First, the demographics of the population. Our citizens are growing older and are developing illnesses associated with age. Second, we are seeing an increase in seasonal illnesses. Although we see this pattern annually, its net affect is to increase the acuity of patients, thereby affecting the number of hospital admissions. Thirdly, with the increasing involvement of managed health care plans, patients are being directed to certain facilities for admission under a specific health plan.

The overall net effect is a vast increase in hospital admissions, ultimately affecting the number of beds available for admissions. However, the bottom line: you and your patient end up on the road looking for a place to "land."

How we deal with this issue is charged. Both providers and hospital staff are taxed. Emotions run high at times and

frustration is all too evident. Almost every provider can relate to an experience of trying to give a patient report only to be cut short by a receiving nurse and told "You know we're on reroute don't you?"

How we respond verbally to that question is also of concern, but will not be addressed here.

How do we respond to this current situation? As a system, our initial plan would be



"What used to be an occasional occurrence is now becoming second nature. Hardly a day goes by that stations are not notified by the Public Safety Communications Center (PSCC) of hospital reroutes. "

to follow our protocols. As identified in the EMS Administrative Protocols under patient transportation, "the EMS officer-in-charge (OIC) shall determine the mode of transport and destination facility based first on the patient's medical severity and second, the patient's wishes." This statement opens up the discussion of "medical severity," better known as stable versus unstable. The subjective and objective evaluation of the medic OIC is critically important and is the determining factor when deciding destination facility.

What has been lacking is specific guidance on what to do when we encounter these situations. This issue was discussed with Dr. Hanfling, and he has identified the following criteria for making facility destination decisions regardless of reroute status.

- Any patient with active chest pain is to be considered unstable and should be transported to the closest facility capable of determining the presence of an MI and delivering thrombolytic care.
- The presence of 12-lead EKG changes consistent with an acute MI.
- Any patient that presents a clinically or hemodynamically unstable condition.

In conjunction with these general guidelines, the medic OIC should consider the relevance of a trauma or other specialty center in determining the most prudent destination for his or her patient. As mentioned in the protocol, if patients are stable, with no other precluding factors, they should be transported to a facility of their choice within Northern Virginia. However, that may be affected by the reroute status of that facility.

Change can be slow, and although efforts are being made to make equitable changes, when these changes may occur is difficult to determine. One option being suggested is the establishment of a Medical Command Hospital. In this situation, one hospital would be tasked with monitoring the status of all local facilities. Initial patient reports would be given to that facility and a physician would determine the

best location for transport destination. Once again, this is only an option being explored and a decision or timetable for this type of program has not been established.

In the meantime, personnel should follow established protocols and the guidelines as published by Dr. Mayer and Dr. Hanfling in their letter to field personnel dated February 12, 1999. "Our first commitment is always to deliver the best possible care to our patients. Our second commitment is to care for the people who take care of those patients, and to ensure that they have the best resources available to them."

The following summarizes the medical direction to Fire and Rescue Department personnel from our Medical Directors as stated in their February 12 memo.

- The medic officer in charge (OIC) is responsible for determining the patient care destination that he/she feels most likely to result in the best patient care. Included in this determination is consideration for the patient's wishes, the level of acuity, and the availability of resources for such care.
- When all hospitals in the area are on reroute, the OIC will determine patient destination as if none of the hospitals are on reroute.

At anytime should a provider find they have questions or need guidance concerning patient care or destination, they should contact their EMS supervisor. Drs. Mayer and Hanfling have also made themselves available to assist on these issues. They can be contacted through PSCC or by calling the INOVA Fairfax Hospital Communications Center. ♦

Station 2 Places Second in Metro Rodeo

*By Captain Andrew D. Snead, EMS2, C-Shift
Captain Timothy W. Riffe, Station 2, C-Shift*

In early September, Deputy Chief Eric Walker selected Station 2, C-Shift to represent the Fairfax County Fire and Rescue Department in a series of events called the Metro Rodeo. The rodeo was scheduled for November 7, 1998, at the Greenbelt, Maryland, Metro Yard. The rodeo was coordinated and judged by members of the Metro Safety Division, and the purpose was to familiarize all local fire and rescue jurisdictions with the Metro system and its trains, equipment, and emergency procedures.

Local jurisdictions could compete in a series of six events that would challenge their knowledge and their technical abilities. The fastest cumulative time would determine the winner.

The events were as follows:

- Rescue an undetermined number of victims from a smoke-filled, two-car train.
- Rescue an undetermined number of victims from a smoke-filled metro bus.
- Test third rail power and properly attach the warning, strobe, and alarm device.
- Demonstrate the ability to place an E-tech cart on the track, set it up, secure it, and push the cart 150 feet down the track in full turn-out gear with SCBA.
- Rail car familiarization. Four separate events that tested knowledge on various aspects of the train. Opening doors with and without a key, discharging filter capacitors, and placing an emergency escape ladder for evacuation.
- Hose advance event.

This was the second year of the Metro Rodeo; however, our participation in 1997 was

only to send a representative from the Academy as an evaluator. Immediately after being assigned the task, C-Shift personnel started to train hard in the various tasks. Their first objective was to determine exactly what was expected of them, master each scenario, and represent the Department with distinction.

Personnel began training using a slide presentation which provided a comprehensive look at all aspects of the metro system, facilities, trains, and emergency procedures. Station 2 visited the Falls Church Metro Yard and went over every part of the train, the rail, and facilities. Lieutenant Robert Konczal used his expertise in metro operations to assist in the preparation of the competition. Master Technician Robert Joy also assisted with the training by providing the logistical support needed to accomplish our mission. He obtained a bus for practice, mask covers to rehearse search techniques, an E-Tech cart, adult manikins, etc.

By October, a plan was in place to tackle the assignment. Station 2 personnel practiced regularly, learning new techniques to improve their performance. By November, they were confident they had left nothing to chance and were ready to compete.

On competition day, four of the six jurisdictions invited would participate. They were the District of Columbia Fire Department, Prince George's County Fire Department, Montgomery County Fire Department, and Fairfax County Fire and Rescue Department. Arlington and Alexandria did not attend the competition.

Prince George's and Montgomery Counties had participated the previous year. We expected most of the scenario times to be very close.

Station 2 expected the train and bus to be filled with smoke to the point that visibility would be zero. These two events are where our diligent practicing should have given us an advantage, but Metro officials were unable to maintain any significant smoke conditions on the train and visibility was almost 100 percent.

The two rescue events had significant penalties if you failed to locate and remove all victims. Failure to find a victim added five minutes to your overall time.

The bus event was more challenging, it was smoked to obscurity. There were two, 200-pound victims that had to be located and removed, and this was by far the most difficult scenario. It was interesting to note that Prince George's County and DC came with several crews, each crew competing in one or two events while Fairfax and Montgomery sent one engine crew to compete in all six events. Overall times for all the events were very close; however, Prince George's County placed first for the second year in a row, with Fairfax County taking second place only by a few seconds.

This competition allowed the personnel from Station 2, C-Shift to train and test the knowledge acquired in a low-stress, exciting atmosphere, as well as provide a training opportunity for the Fire and Rescue Department in the area of Metro rail transport. Personnel from Station 2 worked diligently on this task. This competition became more than just a training exercise for the personnel at Station 2, it became their passion.

Deputy Chief Eric Walker, Battalion Chief



Captain I Timothy W. Riffe tests the third rail while Firefighter Robert Arnone places the Warning Strobe Alarm Device.

James Harrison, Volunteer Chief Billy Ellis, Lieutenant Robert Konczal, and Master Technician Robert Joy all deserve thanks for all of the support they provided to Station 2, C-Shift.

Station 2 personnel were presented with the Team Performance Award for their performance at the Second Annual Fire Department Rodeo. Once again, congratulations to Station 2, C-Shift for a job well done. ♦

For complete information regarding car seats, including recalls, visit the Washington Regional Child Passenger Safety Team Web Page at <http://childseat.nova.org> or call NHTSA at 1-800-434-9393.

For upcoming checkpoints, visit the web site or call 280-0559 or 246-3801.

Hot Shots



Personnel from Station 22 advance a line on a trailer at 7820 Cinderbed Road. An electrical fire started the blaze that burned several cars and two trailers.



A fatal head-on vehicle accident on Route 123 near Wayfarer Drive resulted in five victims (three medivaced) being transported to INOVA Fairfax Hospital.



Two patients were medivaced and three patients were transported by ground to INOVA Fairfax Hospital at this three vehicle accident on Fairfax County Parkway and Burke Centre Parkway.



Firefighter's Keith Gent (Station 35, C-Shift) and Marlon Garner (Station 27, C-Shift) perform overhaul operations at a two-alarm fire at 10709 Greene Drive.



Fire investigators dig through debris to look for clues in solving the four-person fatal fire at 8131 Mount Vernon Highway.



B-Shift personnel from Engine 409 cover the exposure while the crew from Engine 411 makes an aggressive interior attack to knock down this house fire at 6624 Dorset Drive. Photo by Lieutenant Richard A. Roatch

Line Copy can be viewed on the Fairfax County
Fire and Rescue Department Web Site.

Our Web Site address is:

<http://www.co.fairfax.va.us/fire>

Y2K: It's Coming

By Captain II Paul A. Nichols, Jr.
Headquarters, Communications

As I began the project to ensure our communications and dispatch operations will not be adversely affected on January 1, 2000, I became increasingly aware that dancing around the statement "we are Y2K compliant" is more common than I expected. The communications industry representatives that serve as my contact source will not provide an informed answer without reservation. My peers in the Council of Governments (COG) went even further to say that nobody in the industry will provide any statements at all about Y2K because of the liability issues of providing continuous and uninterrupted services.

Y2K issues in the communications industry is a concern because there are so many players and combinations of equipment and software involved to ensure integrated service. They all admit that they are aware of the problems, are working on the issues, and believe that there will not be a problem on January 1, 2000. The Communications Section was tasked to look over and assess our critical communications systems and prepare contingency plans in the event there is a failure.

Public Safety Communications Center (PSCC):

A working group has been formed to analyze all aspects of the Y2K event and its impact on January 1, 2000. They have looked at staffing, hardware and software issues, and the impact of services that directly affect their

operation. This group will work through New Years Day to ensure that all operations continue without interruption.

Computer Aided Dispatch (CAD)

Litton PRC currently is testing all Y2K affected regions of CAD and believes they are ready. A major test of the CAD system will take place on April 15, when the back-up systems calendar will be advanced to December 31, where

some test events will be initiated. Field units will not be aware of the test.

Fire Radios

Our current 460 MHz radio system is not software driven and is too old to have any issues related to Y2K. Issues with the new 800 MHz radio system are not so simple. When we purchased the system three years ago, Y2K was not identified as a concern.

MOTOROLA is providing assurances that the system is capable of being Y2K compliant when it is installed using a software upgrade program that

is not included in the current contract. The project team is pursuing funding for a continuous software upgrade.

Telephones

9-1-1. A new switch and ACD have been purchased for PSCC that is already Y2K compliant. The old switch was not compliant and could not be upgraded. The new switch also is able to provide cellular telephone Automatic Number Identification/ Automatic Location Identification (ANI/ ALI) information and will

(continued on Page 12)



Second Alarm Chimney Fires

*By Captain I Robert Ferrell McLain
Station 15, C-Shift*

This past winter, third battalion, C-Shift, dealt with at least two dwelling fires that originated in or around pre-fabricated fireplaces with zero clearance chimneys. These fires proved challenging to firefighting crews.

These fires were in occupied dwellings during waking hours and fully involved the void area surrounding the pre-fabricated chimney before discovery. Smoke detectors were not effective as early warning devices despite significant fire spreading within the walls. Since there was "smoke from the chimney" it was assumed that they were chimney fires.

Based on the information provided by the caller, the normal response of one engine and one truck was appropriately dispatched by the Public Safety Communications Center (PSCC). Upon arrival, it was obvious to arriving units that the situation was, in reality, a working structure fire. Additional equipment was requested and dispatched. This situation led to an unavoidable delay during which units on the scene had to temporarily operate short handed. The initial challenge to the first-in officer was "how do I handle a working structure fire with one engine and one truck?"

With a single engine company operating alone, establishing a water supply can be accomplished by the engine driver hand laying to the hydrant. However, if the anticipated arrival of a water supply engine is too long, the first engine can reverse lay to the hydrant laying two supply lines (one supplying the high-rise pack for initial attack, and one to be used to supply the next-in engine once they arrive on the scene).

The second major challenge presented by these fires is that when the fire burns through the sheathing and siding on the exterior, it likely has had an opportunity to extend into other connected void areas of the structure on the

inside. These voids include the wall adjacent to the chimney, any floor or ceiling system, and the attic. Fire spreading from within a pre-fabricated chimney void can be compared to fire spreading in balloon frame construction. The fire is on the "wrong side" of the gypsum drywall, burning from the inside, out. It is free to extend vertically, as well as horizontally.

Once the fire starts spreading behind the drywall, it will rapidly extend within the wall, ceiling, and floor system. There isn't anything built into the structure to stop it. Fire spreading in these void areas can weaken the structural members such as trusses or truss-type joists in a very short time. It also is possible that these structural systems may lose strength with no visible signs on the occupied side of the structure that anything is burning. Beware. Be careful.

It is critical that attack crews be aware of these possibilities as fire attack tactics are being employed. Another important variable is the possibility that the initial attack will be accomplished by only one engine and one truck for several minutes.

It will be necessary to determine as quickly as possible where and how far the fire has extended. Each area that is involved with advancing fire can be considered as a separate fire. Once this is determined, an attack crew needs to be assigned to each fire area to get ahead of the fire, cut it off, and extinguish it—working back to the source.

Firefighters need to use caution if the fire is attacked in the middle, between the source and the most remote extension, as the fire can be split and the extending fire may be forced into unburned areas of the structure. This can be avoided by factoring in the unburned part of the structure as the primary exposure to be protected. Attacking the fire from the unburned area will protect the uninvolved part of the

Large Loss Fire Investigations

Date: 01/03/99 **Box:** 0943 **Address:** 3868 Mariposa Place **Type:** Condo
Cause: Accidental - Electrical **Value:** \$150,000 **Loss:** \$55,000 **Status:** Closed

Date: 01/08/99 **Box:** 0900 **Address:** 8103 Fordson Road **Type:** House **Cause:** Accidental - Electrical **Value:** \$100,000 **Loss:** \$50,000 **Status:** Closed

Date: 01/11/99 **Box:** 2433 **Address:** 4511 Arendale Square **Type:** Townhouse
Cause: Accidental - Electrical **Value:** \$130,000 **Loss:** \$60,000 **Status:** Closed

Date: 01/17/99 **Box:** 1400 **Address:** 6000 Shiplett Blvd. **Type:** House **Cause:** Accidental - Electrical **Value:** \$250,000 **Loss:** \$100,000 **Status:** Closed

Date: 01/17/99 **Box:** 0409 **Address:** 1126 Stuart Hills Way **Type:** House **Cause:** Accidental - Combustibles **Value:** \$500,000 **Loss:** \$225,000 **Status:** Closed

Date: 02/15/99 **Box:** 1304 **Address:** 2137 Dominion Way **Type:** Townhouse **Cause:** Accidental - Fireplace Ashes **Value:** \$250,000 **Loss:** \$250,000 **Status:** Closed

Date: 02/20/99 **Box:** 3803 **Address:** 6308 Hidden Canyon Road **Type:** House **Cause:** Accidental - Fireplace Ashes **Value:** \$275,000 **Loss:** \$85,000 **Status:** Closed

Arrests/Petitions

Date: 10/17/98 **Box:** 3200 **Address:** 10909 Crevanna Oaks Drive **Type:** House **Narrative:** On January 11, 1999, fire investigators charged a 22-year-old male with two counts of burning a dwelling. The Commonwealth has declined to process at this time.

Date: 10/17/98 **Box:** 3200 **Address:** 10515 Summit Oaks Way **Type:** Vehicle/Dumpster **Narrative:** On January 11, 1999, fire investigators charged a 22-year-old male with two counts of burning personal property. The Commonwealth has declined to process at this time.

structure from the advancing fire. Additionally, if positive pressure ventilation is applied too soon, the fire will be pushed throughout the structure in a few minutes.

Fire investigators have determined that several of these fires have been caused by rodent nests built in the chimney structures. The nesting

material ignites and the fire spreads to the exposed wood structural members on the inside of the chimney void. Where and how it stops is up to firefighters. ♦

Retirements

Firefighter Ronald D. Anderson

January 21, 1995 - February 12, 1999

Technician Lawrence J. Kelly

January 11, 1971 - January 29, 1999

Lieutenant Wesley L. Marshall

August 21, 1972 - January 27, 1999

Firefighter Kimberly A. Pancione
Lieutenant Paul H. Parker
Lieutenant Norman J. Propst
Master Technician Randy H. Propst
Captain II Charles E. Pullen
Lieutenant Wayne A. Richardson
Technician Manuel L. Stribling
Technician David L. Taylor

10 Years

Firefighter Clifton Allen
Technician Corey L. Ashford
Captain I Charles H. Clark, Jr.
Technician Jacques A. Cochran
Technician Frank A. Erwin
Firefighter Marlon D. Garner
Lieutenant Joseph L. Kiser
Technician Lisa M. McCauley
Technician Richard N. Mitchell
Technician Gary E. Morin
Marjorie Porter, Secretary II
Lieutenant Wayne B. Stottlemeyer
Master Technician Jack L. Walmer
Lieutenant Elton N. Wright

5 Years

Technician Robert J. Alvarado
Technician Kevin W. Bell
Theresa J. Carey, Life Safety Ed. Spec.
Technician Ramiro H. Galvez
Acting Technician Dovel C. Gilmore
Firefighter Trenton L. Houghton
Technician Mark C. Johnson
Firefighter Patrick J. Keenan
Technician John C. Manvell
Firefighter William Nightingale
Technician Dennis Passmore
Technician Christine A. Pensak
Technician Mark J. Plunkett
Technician Derrick A. Richardson
Technician Cheri E. Stroup
Technician David H. Stroup
Technician Kevin C. Wacha
Technician David L. Warner
Technician Kea A. Zimmerman

Anniversaries

25 Years

Lieutenant Steven R. Basnett
Technician Paul H. Bennett
Technician Sunnie Cardwell
Master Technician Ken E. Derrenbacker
Technician Steven F. Edwards
Technician Milton Goldsmith
Lieutenant Lawrence A. Hanger
Captain I Jerry A. Haynes
Captain I Larry E. Jenkins
Captain II John G. Kessel
Technician Stephen E. Larrick
Technician Raymond R. Mason
Master Technician Randie R. Moline
Master Technician Paul T. Shaut
Captain II William B. Snyder

20 Years

Master Technician James W. Jones
Technician Peter M. Sherwood
Master Technician Joseph K. Swift

15 Years

Technician Randy M. Blakey
Lieutenant David M. Bryant
Technician Clyde M. Buchanan
Technician Ronald E. Franklin
Lieutenant George O. Gonzalez
Captain I James A. Iacone
Technician William S. Keller
Jacqueline B. Lewis, Publications Asst.
Lieutenant James T. Morris

(continued from page 9)

incorporate teleconferencing capability. Installation of the new switch is due the first half of 1999.

Massey

The telephone switch at the Massey Building will be reprogrammed to make it Y2K compliant. This conversion should be completed by mid-1999.

Fire Stations

Fire and rescue stations are in line for a future telephone system upgrade. For this year, our current 1A2Key systems in most stations are too old to have a hardware/software interface requiring Y2K programming. In the future, fire and rescue stations will transition to more sophisticated phone systems like the Bell Atlantic NORSTAR system that is already Y2K compliant.

Academy

The Department of Information and Technology (DIT) will perform an on-site prom change, which should address any problems, but this also is a phone system that is scheduled for replacement in FY 2000.

Virginia Power

Virginia Power assures us they are prepared and staffed to provide uninterrupted services. However, if there is an unforeseen problem, there is a large generator at PSCC that is tested regularly that powers all essential PSCC operations.

Water Authority

The Water Authority states that they are ready and there should be no issues with water supply.

Cellular Telephones

CellularOne has several teams assigned to the problem. They are currently working several strategies to overcome any problems. The industry has formed a "TELCO 2000 Forum" to identify and to address communications concerns. Considering the investment cellular telephone companies have in the private sector, they should be ready.

Pagers

Metrocall is one of the nation's largest paging service providers, and has committed time and personnel to ensure that services will be uninterrupted by the deadline. Like all paging services, they are dependent on telephone services to support their operations and are involved in the "TELCO 2000 Forum."

There has been much talk and discussion about Y2K. Directly or indirectly, we believe we have looked at all of the systems that impact us in communications and feel comfortable that we will be able to provide continuous and uninterrupted services to our citizens and Fire and Rescue Department personnel who will be working on New Year's Day.



Awards & Presentations

Meritorious Service Award

Master Technician Kevin Coen
Catherine A. Riley-Hall
Lieutenant James J. Walsh

Career Achievement

Captain II Ricky A. Hess
Master Technician Timothy A. Sparrow

Unit Citation

5763 Harwich Court
Captain I Vincent R. McGregor
Technician William M. Best
Firefighter Joseph M. Laun

Buoy 49/Potomac River

B411

Master Technician Joseph K. Swift
Master Technician Kenneth A. Wildman
Technician Wade F. Mahaffey

B420

Captain I Leo J. Fayette
Master Technician James E. Clark, Jr.
Firefighter Michael V. Allen
Firefighter Donald O. Holland

Capital Beltway prior to Georgetown Pike

E401

Lieutenant Robyn M. Berquist
Technician Marc L. Straubinger
Technician Kristen A. Wallace
Firefighter Derrick L. Penny
Firefighter Jeffery S. Allen

RS401

Lieutenant William B. Harlowe
Master Technician Timothy J. Miscovich
Technician Dennis J. Webb
Firefighter John Evans (Volunteer)

M401

Lieutenant Carlton G. Burkhammer
Technician John M. Cheseck

E429

Capatin I James T. Herbert
Lieutenant Kevin A. Edmondson
Master Technician Jean E. Thorsell
Firefighter Christopher Y. Holmes

10985 Ryers Place

Fire Investigations Unit

Battalion Chief Michael C. Wickwire
Captain William B. Snyder
Lieutenant Charles H. Hile
Lieutenant Peter J. Michel
Master Technician Edwin W. Dixon
Technician Joseph E. Bertoni
Technician Terry W. Hall
Jane A. Wright, Secretary I

Safe Driving Award

Technician Mervin E. Barrera – 6 years
Technician Kathleen M. Earl – 6 years
Technician James A. Perkins – 3 years
Technician Cheri E. Stroup – 6 years
Technician Kevin C. Wacha – 3 years
Technician John L. Walser – 6 years
Firefighter Daniel B. Borden – 3 years
Firefighter Kenneth L. Coffelt – 3 years
Firefighter Roger K. Gent – 6 years
Firefighter Carol A. Laymon – 3 years

Citizen Valor Award

Lake Braddock Road and Olley Lane
Greg Kaufmann
Dave Sprago
Paul Kuennen

3608 Hidden Canyon Road

Ralph Dietze
Sharon Dietze

97th Recruit School



Back row: Firefighter Thomas L. Flint (Station 29, A-Shift), Firefighter Patrick T. Kelly (Station 25, A-Shift), Firefighter Vincent E. Krause (Station 31, B-Shift), Firefighter Colleen M. Wuckovich (Station 9, C-Shift), Firefighter Kris A. Sacra (Station 36, C-Shift), Firefighter Khalil Abdul-Rasheed (Station 27, B-Shift), Firefighter Jared B. Goff (Station 11, A-Shift), Firefighter David W. Barlow (Station 14, A-Shift), Firefighter Matthew C. Burns (Station 15, A-Shift), Firefighter Clayton Thompson (Station 19, B-Shift), Firefighter Derrick L. Penny (Station 1, C-Shift), Firefighter Dustin Rice (Station 21, C-Shift), Firefighter Mark P. Menton (Station 1, A-Shift), Firefighter Robert W. Scott (Station 1, B-Shift), Firefighter Sean M. Fensterwald (Station 13, B-Shift), Firefighter Richard R. David (Station 5, A-Shift), Firefighter Joseph C. Morris (Station 38, B-Shift), and Firefighter Daniel L. Stephens (Station 28, B-Shift). **Front row:** Firefighter Laurie Dawson (Station 10, A-Shift), Firefighter Stacie L. Lawton (Station 30, C-Shift), Firefighter Jacqueline E. Concaugh (Station 35, B-Shift), Firefighter Jeffrey J. Werth (Station 24, C-Shift), Firefighter Rodney D. Snapp (Station 22, A-Shift), Firefighter William M. Schnaekel (Station 8, C-Shift), Firefighter Kevin S. Boteler (Station 37, B-Shift), and Firefighter Michael J. Buckley (Station 27, C-Shift).

Top 10 Activity Report

Ambulance

<u>Unit</u>	<u>Calls</u>
A 413	372
A 430	293
A 408	290
A 410	285
A 409	284
A 411	284
A 428	272
A 434	258
A 431	256
A 414	255

Engine Company

<u>Unit</u>	<u>Calls</u>
E 404	455
E 429	454
E 410	449
E 408	448
E 411	416
E 413	398
E 409	395
E 401	389
E 422	385
E 426	351

Rescue Squad

<u>Unit</u>	<u>Calls</u>
S 426	207
S 421	203
S 418	186
S 401	181
S 411	169
S 414	119
S 419	95

Medic

<u>Unit</u>	<u>Calls</u>
M 418	460
M 410	433
M 425	416
M 408	409
M 404	399
M 422	396
M 429	387
M 401	354
M 426	352
M 409	351

Rescue Engine

<u>Unit</u>	<u>Calls</u>
R 425	429

Ladder Company

<u>Unit</u>	<u>Calls</u>
T 425	237
T 429	237
T 410	195
T 408	180
T 422	155
T 436	139
T 430	132
T 401	123
T 424	113
T 411	111

Unit activity is compiled from the event history file. A unit must be dispatched to a call to be included in an event history file. A unit add-on is not considered a dispatch. Mutual aid dispatches are included in the activity report.

“Taking Up”



**Lieutenant
Wesley L. Marshall**

Entry Date: August 1972

Retirement Date: January 27, 1998

Assignments: Stations 2, 4, 5, 8, 10, 11, 15, 22, 25, and 26

Likes about the Fire Department: Firehouse coffee at the kitchen table and Beth Adams at GW pushing us through “one more” recert.

Dislikes about the Fire Department: Making 70 percent of EMS medical decisions based on CYA, instead of what’s in the best interest of the patient. That is a society problem and not the Fire and Rescue Department.

Will miss about the Fire Department: The friendships and all the fire house chefs that have cooked on shifts—I’ve been one. Even the bad ones. Also, gut bombs (breakfast burritos) from Anita’s.

Plans for the future: Breeding and breaking horses in Berryville, Virginia.

Words of wisdom: In the words of ole J.B. Small: “When you’ve screwed up, say your sorry and you’ll take steps to see it doesn’t happen again. It instantly takes all the ammunition away from the big guys.”

What got you interested in the fire service? Uncles, cousins, and brothers in the profession.

Who or what made an influence in your career? Family—fire department ties.



**Technician
Raymond R. Mason**

Entry Date: April 1, 1974

Retirement Date: April 9, 1999

Assignments: Stations 9, 11, 19, and 24

Likes about the Fire Department: The excitement of the calls and the different challenges they present. The satisfaction of helping someone and making a situation better. The teamwork and camaraderie created.

Dislikes about the Fire Department: The unwillingness to make rapid changes and to use old fashioned common sense in a lot of instances. The so it is written, so it shall be done thinking.

Will miss about the Fire Department: The people I have worked with and come to know.

Plans for the future: Nothing immediately. I will continue to pursue my love of old cars and tinkering. I may possibly try and turn this passion into a business of sort. I also will travel to visit family members more often.

Words of wisdom: Never let anyone ruin your day. Always do the right thing and to thine self always be true. Also, if you smile at the world, it will smile back.

What got you interested in the fire service? My good friend Milton Goldsmith came by and said: let’s become firefighters and the rest is history.

Who or what made an influence in your career? I hate to name anyone for fear of leaving someone out—but, I suppose Sonny Nelson, Jim Adams, T. Hall, and Roscoe Hager influenced me the most.



Station Profile

Mount Vernon Fire and Rescue Station #9

2601 Sherwood Hall Lane
Alexandria, Virginia

Captain II Clayton Thompson
Station Commander

Station constructed: May 1972

Station logo/motto: "The Red Zone"

Station specialty: High call volume of both EMS and suppression related incidents.

Square miles in first due area: 9.7

Specific hazardous/target areas: INOVA Mount Vernon Hospital and several commercial occupancies.

Equipment assigned to station: engine, medic, ambulance, light and air, reserve pumper, and reserve medic.

Station personnel: **A-Shift:** Captain I, Philip A. Pommerening, Lieutenant Reginald O. Lassiter, Technician Robert J. Alvarado, Technician Frederick L. Zink, Firefighter Raymond K. Beaver, Jr., Firefighter Herbert M. Knerr, Jr., and Firefighter Donald W. Rohr. **B-Shift:** Captain II Clayton Thompson, Jr., Lieutenant Derrick A. Smith, Lieutenant Rodney V. Colbert, Master Technician Anthony L. Jackson, Technician Christopher H. Kempton, Technician Warren H. Artis, Firefighter Robert J. McKay, Firefighter George H. Moore, Firefighter Bryan J. Nix, Jr., and Firefighter Charlene Petruzzi. **C-Shift:** Captain I Tyrone J. Harrington, Lieutenant Brian E. Moravitz, Lieutenant Matthew P. Malof, Master Technician Kevin R. Coen, Technician Stephen E. Larrick, Firefighter Scott L. Kraut, Firefighter Daniel R. Thompson, Firefighter Gregory G. Foley, and Firefighter Colleen Wuckovich.

Front cover photos: Penn Daw Fire and Rescue Department (circa 1967), with the exception of an additional second pumper, the station's complement of apparatus remains the same today. Not pictured is Boat 11 (top); The Fire and Rescue Department's second Fire Chief, George "Red" Alexander. Chief Alexander retired in 1982, after 25 years with the department. Chief Alexander passed away November 22, 1993. (bottom left); and Captain Bill Spalding provided an eighth grade "child care" students at Holmes Intermediate School with fire safety information in 1969. Editor's Note: 50th Anniversary patch was designed by Firefighter Brent Schnupp, Station 8, A-Shift.

Fairfax County Fire & Rescue Department

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